Chicago Daily Tribune

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VOL. VII.—OLD SERIES. CHICAGO, ILLINOIS. FRIDAY MORNING, APRIL 22 1853. NEW SERIES.—VOL. I.—NO. 249.

CARDS.

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SOUTH WATER ST.,
WHOLESALE DEALERS IN
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1853. 1853.
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AT 214 LAKE STREET.

IMPORTED MELODEON.

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Bedstead and Turning Manufactory.
SILAS CLARK,
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N. W. CORNER OF NASSAU,
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1853. 1853.
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Pure Alcohol and Pure Spirits,
OF ANY PROOF DESIRED.

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MARCUSE & CO.,
Silver and Plated Ware, Diamonds, Watches,
Jewelry, &c.
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North Side of Museum, opposite the City Hotel.

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No. 126 Chestnut St., Philadelphia,
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FOR SALE AT
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FOR SALE OR RENT.

FOR SALE.

FOR SALE.

FOR SALE.

FOR SALE.

California Stoves and Furniture

J. C. GARLAND,
Trunk Emporium,
100 LAKE STREET, 100
Sign of the Gilded Trunk, Lake Street.

Hold Four Horses.
THE RED COAT HAS ARRIVED.
AND IS NOW ON DISPLAY AT
222 Lake Street, Corner of Franklin.
Where the Subscribers are prepared to offer the
LARGEST AND BEST ASSORTMENT OF READY MADE CLOTHING
EVER OFFERED IN THIS CITY.

CLOTHING DEPARTMENT.

WHOLESALE CLOTHING WAREHOUSE.
No. 214 Lake St.

Merchant's Exchange Clothing

Clothing and Furnishing Goods.

NEW GOODS.

FASHIONABLE TAILORING.

CLOTHING.

Merchant Tailoring.

Clothing and Furnishing Warehouse.

Clothing and Furnishing Warehouse.

Wholesale & Retail Clothing Warehouse,

The Empire Clothing Store.

Merchant's Exchange Clothing

Clothing and Furnishing Goods.

Clothing at Wholesale.
HUNTINGTON & CO.,

NEW GOODS,

SPRING STYLES OF HATS.
FOR SALE AT
CALVERT & HARTON,

FASHIONABLE TAILORING.

DAILY TRIBUNE.

CHICAGO, FRIDAY, APRIL 22, 1859.

[illegible]

[illegible] of these schools are dangerous to religion, for the mass are, or should be, taught everywhere. Nor is the evil changed upon the teachers; for they are, or should be, silent on disputed points of faith. In the Public Schools of Scotland and Ireland religious instruction has been prohibited, and separate hours set apart for the children to receive such instruction from their several ministers. And if the school-rooms be neutral on controverted matters of faith, and religious instruction left in the proper, and spiritual hour, what sense of religionism can with justice complain to be outdone, the cultured

Most of the indignant work in our society are willing that the Public School should be neutral territory, where all the young may be taught the rudiments of secular learning. Our Catholic citizens are surely willing to stand on equal ground with other sects. They have not lost confidence in the foundation of their own faith. They believe its evidences to be conclusive and unshaked, and, with men of other beliefs, they contend fair to test the prospects and pretensions of their religion to the influence of the heath, and of the nationality, and so forth.

The Review, in reply to a recurrence and outspoken attitude in the *Tablet* of last week, will again more fully our meaning and views on the subject of public instruction. We admire the dignified tone and steady bearing of the article referred to, and hope the *Tablet* will give us to understand more clearly what is that special interest in every State system, however modified, of which it speaks, and what alternative is to be offered if the Public School system is abandoned.

Planking at Sunset.

The following is a list of the streets and alleys that will probably be planked during the present season. Also their length—the amount of lumber necessary—the approximate cost—manner in which it is proposed to do the work, &c.

[illegible]

Total	[illegible]	[illegible]	[illegible]

The manner in which it is proposed to do the work is in some respects different from that adopted heretofore. Past experience having settled the point that the plank in order to be durable, must have a solid bed to rest upon, the sanitary laws of supporting the earth well between the boards, will not be observed. This is considered a matter of economy, and the plank will be laid on the surface of the earth well levelled. In case of rain, the water will be prevented from stagnating under the plank, and will be carried off by the gutters. The plank will be laid in the usual manner, and the joints will be well spiked. The edges will be trimmed, and the whole will be rolled down with a heavy roller, most of this rolling process should be completed before the planks are put down.

Next arise the questions regarding the thickness of the plank, and the mode of planking them, and here there is room for careful judgment and thorough experiment. In addition to the modes already in use, it is proposed, first, to use thicker plank; secondly, to put down two layers; and thirdly, to lay them diagonally to the street.

The advantage of increased thickness is sufficiently established by a block between Dearborn and State streets on Lake street, which has been down some nine years, and bids fair to outlast any other planking yet done in the city. The people on Madison street are about to ask for an order to plank said street 34 feet in the centre with a thick plank, and the balance of the width with three feet. This undertaking would make an excellent street. It is also in contemplation to plank Canal street west of Dearborn, from Kinzie to Van Buren, with the two thickness; that with three inch plank laid in the ordinary way, and then, as it were, sheath it over with two inch plank, spiking them well to the first course. The advantages of this mode are, that it gives great durability in the top thickness of plank, in consideration of their lying longwise, and also from their having a perfectly solid bed to rest upon. Another thing gained over the single thickness is that the covering of the road is united in one solid mass or sheet, and a weight passing over it, although resting on one single point, is distributed over a much larger surface than in any system of single planking. In fact it becomes about what the five inch plank would be if their edges were dovetailed together or were one solid mass throughout. Instances of repairs is also in favor of the double thickness, as in case of injury or decay, it will in most cases be sufficient to make good the upper layer only.

The plan of laying the plank diagonally, although generally condemned by plank road men, is, in Mr. Harper's opinion, worthy of experiment. He says that it seems to be an advantageous medium between the right angled and the longitudinal modes, being free, when the planks are well spiked at the end, (which is not done in plank roads,) from some difficulties which attend the other modes, viz: in the right angled plank a rough and noisy road is unavoidable, never smoothly the plank may be laid. At first they will become rough by the edges wearing away faster than the centre. This is caused by a slight vibration which cannot be avoided, and also by the fact that the central portion of the timber is always much harder than the outside. The principal disadvantage of longitudinal plank will perhaps be found in this fact, that as the travel begins to affect the road it will wear in ridges, and for the same reason as above, viz: the different density of the different portions of the plank, and this will form gutters, which the water will remain to greater or less extent, to the injury of the road. From all of which it would appear that thick or thin, single or double plank should never be laid other crosswise or longitudinally, but upon some angle, which, in connection with the curvature of the street, will admit the water to pass off freely.

These leading reasons in favor of this mode are so strong, that it seems to us highly important that the question be taken into immediate consideration, whether it is not best to adopt this mode at least a third of the work to be done this season. We have conversed with gentlemen of much acumen in such matters, who strongly favor this mode as the one to be universally adopted.

Fire at Galena.—About half past six on Sunday morning, says the Jeffersonian, a fire broke out in the livery stable of Bradford Smith, on Commerce st. In a very short time it was entirely consumed. In this fire there is estimated at $4,000. Insured in the Illinois Mutual (Alton) for $1,000. A carpenter's shop adjoining, owned by Tilford A. Williams, was burned. Loss $1,000. No insurance. A building adjoining T. S. M'Cabe, occupied by Geo. Gerber, tailor, was badly damaged. A carpenter's shop, owned by Mr. Dodd, was also burned. Slight injury was done to the cook shed and blacksmith shop of Smith & Co.

Opera at Cincinnati.—The Philharmonic Society of Cincinnati have brought out Meyerbeer's Opera of "The Prophet" to the great pleasure of the lovers of music.

Galena and Southern Wisconsin Railroad.—The company of this road is now organized with an able directory, giving full promise that what is done by them will be done well. A corps of engineers are now engaged in surveying the route between Galena and the Wisconsin line.—*Galena Daily Ad.*

☞ The Erie Canal was to be opened yesterday. We see by the Rochester Union that nineteen new boats have been built, in that city since last year. It is reported that there is a heavy tonnage near Albany, but that, of course, will soon be made all right.

The Dunmanway Rangers.—Twenty-nine fugitive slaves, men and women from Kentucky and the Carolinas, who had arrived in this city by the underground railroad, passed over the river into Canada yesterday morning, about 8 o'clock.—*Detroit Ad.*

The Queen City.—The Buffalo *Express* of the 19th says the Queen City has been gotten off the docks at Dunkirk. She has arrived at Buffalo, and gone into the Dry Dock for repairs. The injury sustained by her is said not to be serious, and we may therefore expect her shortly on her regular route.

The local correspondent of the Washington *Republic* says the Cabinet have cancel their daily meetings, coming together now only twice a week. They last three meetings have been devoted almost entirely to the consideration of the Nicaragua and Honduras questions.

☞ Articles for exhibition at the New York Crystal Palace are beginning to arrive quite freely. The packet ship Helvetia, which sailed Thursday came in from Havre, brought fifteen packages of goods to be placed in the Fair. The bark Rhodes, from Savannah, also brought a number of articles.

"Sectional Man."

A very silly declamation is the column (borrowed from recent English novels) of calling a man a "sectional man." Just try it on other things, and see how it looks. Only think of calling a person "the one man"—or a man an "editorial man"—or a clergyman a "theological man"!—*Exchange.*

Not quite so far, if you please. There is a great difference between the profession of medicine in England and that in America, and it seems to us that "sectional man" is there the most convenient term by which to designate a practitioner in any of its branches. Our term "doctor" does not do this, for a man in England may have the title of M. D. and not be allowed to practice at all. When he becomes a practitioner, he is allowed to practice, but as a physician only. The surgeon, too, only gets his degree as surgeon, and is never called Dr., but always Mr., though it is possible to unite the two branches into one, as "physician and surgeon," it is rarely if ever done. The apothecary, on the most of the practice among the middling classes, and also among some of the nobility.—The duke of Wellington, for instance, was attended by his apothecary till the day of his death, meeting in consultation with physicians. The apothecaries are fitted so to practice, by a five years' apprenticeship and some short study, in all the branches of medicine, and their qualifications are ascertained by a rigid examination at Apothecaries' Hall in London. They are not allowed to charge for a visit, but when they make a call on an out patient, they charge enough for the medicine, put up by their assistants and apprentices, to remunerate them for the trouble. Whatever there is need of consultation, a physician is immediately called.

The five years' apprentice-ship spoken of, physicians and surgeons have also to serve, and in addition three years more of study are necessary before they can pass before the Board of Examiners. For physicians, a university education is looked upon as almost indispensable.

Suppose now a case in which medical aid is unnecessary, does it need a city alderman, when the question between whether a doctor, a surgeon, or an apothecary is needed, to say "medical man" (behind the pulpit?)

☞ Navigation has commenced in the Gulf of St. Lawrence, the first vessel from the Gulf having arrived at Quebec on the 14th.

Gazette Lover.—Whoever saw our Lerse on Saturday would consider rightly that the space was too short for a large enough for the convenient transaction of the required business.

The *Epoch*, from Pittsburgh, announces our Monday morning. She is 700 tons burthen, and came in without difficulty, being mostly with Pittsburgh merchandise.

The steamer *Dr. Franklin* arrived yesterday afternoon, from St. Louis, bringing her first appearance here this season.—*Galena Ad.*

Mexico.

The English steamer Aton arrived at Havana on the 10th, from Vera Cruz. General Santa Ana landed at Vera Cruz on the 18 April, and was received with the greatest enthusiasm—the firing of salutes and other demonstrations of joy. On the 20, he issued a proclamation to the people of Mexico, in which he makes magnificent promises for the regeneration of his "beloved country." He started for the capital on the 4th inst.

So say the N. Y. papers of Monday. This gives an entirely different complexion to Santa Ana's prospects from the account received a few days ago.

Sunday afternoon, the ceremony of laying the Corner Stone of the Catholic Church of St. Stephen the Martyr, was performed by Archbishop Hughes, on Twenty-eighth st., corner of Lexington Avenue, New York.

The style of architecture of this church is Palazzine or Norman Gothic. The edifice is the third in size of the Catholic churches in the city, being only surpassed by the Cathedral of St. Patrick and the German Catholic Church in Third st. It is situated on the north side of Twenty-eighth st., 138 feet from Third-ay. The Architect is Mr. Renwick. The width of the church is 75 feet and its length 140 feet, and it will seat comfortably 1,800 persons. There is also standing room for four or five hundred in the side chapel and around the altar.

☞ A telegraphic dispatch from New-Orleans in the N. Y. *Sunday Times* of last Sunday, says a rumor was very prevalent at Vera Cruz, that another invasion of Sonora had been made by Count Pazzosa, and that one thousand men had joined his standard.

Gen. Adams, the former President of the Republic of Mexico, has arrived at New Orleans in a brig, the captain of which was hailed for a large amount to bring him.

☞ A Whig State Convention is called in Wisconsin for the 7th of June.

House Burned.—In Lake county, meetings are being held to organize a society for the detection of horse thieves.

Ocean Question and Answer.—Under the following caption the last number of the London Punch puts the following:

"Much agitation prevails in Cuba, where everybody is anxiously asking, 'What next?' To this the cool reply of Jonathan is, 'annexed,' of course."

Lake Ontario Steamer.—On Monday, the usual steamer on Lake Ontario commenced their regular trips for the season, touching at Charlotte, Oswego, Sackets Harbor, Ogdensburgh, and connecting with the St. Lawrence steamers to Montreal. The line consists of the Ontario, Capt. Thomas; the Bay State, Captain Lodyard; the Cataract, Capt. Childs; the Niagara, Capt. Eden. These boats are the most substantial, the safest, and the best managed in America. In thirty years they have never lost the life of a passenger by any accident of steamboat.—*Rochester Advertiser.*

A Remarkable Bee Bee.—The Springfield Journal gives the full particulars of the sting of a bee, which proved fatal to a gentleman, first, as far as Palmyra, Wm. Wright and passenger for that place. Towards reaching the town of Springfield, he was in a condition of delirium of Palmyra, that there will be no difficulty in assigning the Sangamon with boats properly built. They are already in the arrangements to accomplish the object.

☞ The docket for judges of the Supreme Court of Illinois, Rock Island, Monday, the 4th of March, will stand thus: Breese, Caton, Skinner, Lawrence, Walker, Scott, Trumbull, Chief Justice Mac Tagart, Walker, and Drummond.

Railroad Facilities Between Boston.—The following correspondence has passed between the Secretary of War and Hon. Thos. H. Benton, in relation to the survey of the National Central Route to the Pacific:

Washington, March 16.

To Hon. Mr. Davis, Secretary of War:

Sir—Immediately upon the passage of the appropriation for the examination of routes for a road to the Pacific, I wrote to Mr. Freemont, requesting him to return, and ask to be supply of his finishing up the survey of the preferred route by the head of Del Norte; and that Mr. Beale, who is now in California, and who also to be associated in this work. In answer, Mr. Beale, for himself, and I on the part of Mr. Freemont, propose as follows:

1. Mr. Beale to be permitted to enter upon the duty immediately, to be overtaken by Mr. Freemont, if he returns for the purpose. Mr. Beale is now in the mines in California, overland, and to assume at the same time a part of his duties, if approved by the President, in selecting Indian Reservations in New Mexico and Utah. This would save time, and give the young officer an opportunity to examine, in from the mouth of the Sacramento River, on the Upper Arkansas, to the Utah Lake, about 18 of 20 degrees of longitude (1064 to 1164)—both ends of which the Indians have explored, by Freemont, and most of it traveled over by Mr. Beale, and reported by Mr. Freemont, in his report, to be the most easy and practicable singular indians for making and preserving the road.

2. That, if the Government wishes to send troops to California, the detachment of the cavalry man, with a sergeant and a corporal, to be placed under his command, thus saving the expense of hiring men, and combining the detachment to its destination.

3. If not deemed advisable to give this detachment, then Mr. Beale would ask for a military escort to extend from on the same line in examining for reservations in New Mexico and Utah for the Indians.

4. If neither of these is deemed advisable, then they ask for a freedom of the appropriation say the one-tenth part, to defray the expense of the proposed exploration by them.

Mr. Beale being in the service of the United States, as Superintendent of Indian affairs in California, will receive no compensation for his personal services.

Very respectively,

(Signed) THOMAS H. BENTON,
EDWARD F. BEALE.

P. S. Send, in my own name, in relation to Mr. Beale's that seven years acquaintance with California and the West—these overland journeys from Missouri to California, one of them in the dead of winter, and the winter that Pattie and his son died in the Gila, and Beale's journeys to the Pueblos, on the Upper Arkansas—besides his trips through Mexico and Panama—his acquaintance with mountain men, Indians, and wilderness travel—his experience in camp and in every variety of hardship and danger—the energy and perseverance of his character—and his qualifications in the use of the compass, and astronomical instruments, to render him, in my opinion, eminently fit and proper to be employed in this exploration.

I enclose a copy of my late printed letter on this subject. T. H. B.

War Department, Washington, March 19, '59.

Hon. Thomas H. Benton, Washington, D. C.

Sir: I have received your letter of the 16th, with the enclosure from Messrs. Beale and Freemont, in relation to the survey of a road to the Pacific Railroad, and enclosing your printed letter to the people of Missouri on the subject.

In reply thereto, I have the honor to inform you, that in consequence of the great pressure upon my time since I have been in charge of this Department, I have not been able to take up the subject, nor, indeed, has it been decided whether the appropriation for the survey is available, or not, in the contemplation of the last fiscal year. It is therefore, with pleasure, I call your attention, and will soon receive the consideration due to its importance, who the views expressed in your letter, and in the enclosed, are entitled.

Before any final action in the matter, I intend to call upon you and have a personal interview with you in reference thereto.

I have the honor to be, your obedient servant,

JEFFERSON DAVIS,
Secretary of War.

From the N. Y. Tribune.

Fresh News by the Pacific.

In anticipation of British news will be found some interesting matter in the extracts we give them in that of the steamer Duke of Sutherland, where twenty-five passengers were drowned, with the surprising stupidity of the people on shore.

Turkey.—From France, the only important intelligence is a confirmation of the report that the Emperor is in an improving situation.

Spain.—In Spain, the Ministry have proposed some changes in the constitution affecting the nobility, which are spoken of as important.

Italy.—In Italy, the Austrian government are about to lay some martial law, consequent on the recent outbreaks, which have probably not been yet received.

Cuba

DAILY TRIBUNE.

CHICAGO, FRIDAY, APRIL 22, 1853.

OUR PRINTING.

To the patronage of our friends, and the public that we have made to the all kinds of JOB PRINTING at a short notice, our endeavor to continue ours, and embrace the facilities of the Chicago Tribune, on the ground that the Tribune will regularly publish all Court Proceedings, as prepared by the City Advertisements and all Official Notice as shall result it equally satisfactory to the Public in with the Official Paper, as respects all the Ordinances, Notices, Decrees, and Debts of the City Government.

For Corporation Notices see sixth column, third page.

COMMERCIAL.

LAKE.

ARRIVED—Sch D. Newhall, Muskegon, 18,000 ft lumber, 20,000 lath, Jones, Dixon Bay, 80,000 shingles, 100 bbls fish, J B Ford, St Joseph, 16,000 ft lumber, 5,000 lath, 1 B. Colwell, Manistee, 12,000 ft lumber, 8,000 lath, Fox, Sandbay, Green Bay, 100 cords wood, Sandbay, Buffalo, 100 cords wood, Sumner, Detroit, Grand Haven, 224 sawyers logs, 140,000 shingles, 40 pkgs fish, 10 bbls wood, 2 hands, 1 wrecking.

CLEARED—Sch D Newhall, Oswego, Buffalo, 5,000 bu corn, Wyandotte, Green Bay, 10 tons sundries, Fox, Sandbay, Buffalo, 10,000 lb corn, Sumner, Detroit, 10 tons sundries.

CANAL.

ARRIVED—Ella, Gen Pack, Hudson, New World, Algonquin, Lady Franklin, W Smith, Hawks, Rest Never, Clarkson, Mason, Michigan, G M Higgins, J Fenner, Lady Franklin, Stone Boat, Lady H Warner, Oneida, Wm Penn, W Smith, Union, Empire State.

NEW YORK CITY BUSINESS DIRECTORY.

DRY GOODS.

ROWE & MCKINZIE, Importers of American and Foreign Dry Goods, and Fancy Goods, 119 and 121 Bowery.

ELL, BROTHERS, Importers of Embroideries, White Goods & Hosiery, 97 Bowery.

F. COTTENET & CO., Importers of French and Swiss Embroidered Goods, 99 Bowery.

GERRUS PEARCE & CO., Importers of Lace Goods, Embroideries &c., 55 Broadway, cor. of Exchange Place.

L. A. WYETH & CO., Importers of Embroideries, Lace Goods and Laces Goods, 359 Broadway.

JAMES OWEN, 11 Broad st., Imp. of Irish Poplins, Linens and Frieze, Silk Gauze Lace Mitts, and all other goods generally.

HENRIQUES & CO., Manuf and Impt. of French Merinos, Merino Shawls, Barege, &c., 47 Bowery.

NATHAN RADMORE, 10 Pine st., sole Agent in N. Y. for the sale of the Lands of Jos. and Eldr. Young, Salt Springs, Liverpool.

A. DELLY & CO., No. 47 Broad st., Importers of French, Swiss and German Dry Goods.

MERSON & HAWS, No. 29 Broad st., Importers of Dry Goods and Fancy Goods, Silks, Satins, &c.

MITCHELL & POTT, 41 Exchange Place, Importers of British Dry Goods, Scotch and Lonsdale Linens, Drapery, &c.

MCALLISTER & HARRAUD, Importers of Merino and Fancy Wool Goods, Silks, Satins, Mantillas, &c., No. 84 Exchange place.

SALOMON ADOLSTAMM, Impt. of Silks, Shawls, Laces, and Embroideries and Tailoring Goods, 41 Broadway.

ADRIANE & CO., Importers of French, German and Swiss Dry Goods, Silks, &c., 37 Broadway.

BURRY & FITZHUGH & CO., Imptr. of French and Dry Goods, Silks, Satins, &c., No. 9 Broadway.

THOMAS MORRIS, No. 10 Pine st., Colored Goods, Linen Goods, Cambrics, Nainsooks, Tapes, Cotton Goods, &c.

HUTCH & YALE, Importers and Jobbers of Silk and Fancy Dry Goods, generally, 79 Cedar st.

JAMES McCHERRY & CO., 75 William st., Importers and Jobbers of Fancy and staple Dry goods.

C. M. DATLIN & CO., 87 Broadway, Importers of Gloves, Suspenders, Gloves, and Manufacturers of Gloves, Suspenders, &c.

JOHN M. DAVIS, JONES & CO., Importers of Linen and Irish Linens, Goods, and Manufacturers of Linens, Linen Tow, &c., 104 William st.

AGRICULTURAL WAREHOUSE.

R. L. ALLEN, O. & J. S. Allen & Co., 189 and 191 Water st., Seed, and Dealer in Implements, Seeds, Manure, &c.

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CLARK & WEST, 128 Broadway, Importers of French, English and Swiss Cambrics, for Merchant Tailors and Clothiers.

HAFORD & BROTHER, Wholesale Clothing Hall, Grover and Fletcher st. Clothing, Cloth Clothing and Tailors' Goods, 20 Park row, opposite the Astor House.

DELAINES.

MASH & NORTHUP, 119 Greenwich st., Imp's and Wholesale Dealers in Delaine, Poplins, Gin, Turlatans, &c.

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WHITNEY, JOCELYN & ANNIS, Artists and Engravers on Wood, Steel, Copper, Stone, &c., 80 & 82 Fulton st., Sun Buildings, Brooklyn.

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DEREO & BULKLEY, 45 Cedar St., Import. & Jobbers, Importers of French and German Fancy Goods, Combs, Buttons, Brushes, Threads, Cutlery, Perfumery Cups &c.

THOS. & EDW'D GILL, Importers of Fancy Goods, Gloves, Hosiery, Laces, Linen Cambrics, Worsted Laces for their Locomotive Needles, No. 14 Dey Street, N. Y.

NEAL CAR—OL. & HUTCHINGS, Import. and Jobbers of French, German and English Jewelry, Fancy Goods and Notions, 2, 187 Broadway.

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J. B. & W. W. CORNELL, 108 to 116 Centre Street, Plain and ornamental Iron Works.

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GRINHAM & JACOBS, 107 Water St., Impt. Manufacturers and Wholesale Dealers in Furs, Hats, Trimmings, &c.

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FRENCH & GERMAN PAINTS, Import. of French Window Glass, No. 61 Barclay Street, N. Y.

J. H. POHL, 69 & 70, Importers of French Window and Coach Glass, 84, 86 Barclay Street.

HOT AIR FURNACES, &c.

DAVID CULVER, (Inventor and Patentee,) 52 CHURCH, Manufacturer of Hot Air Furnaces, wholesale and retail, 16 Fulton st. Registers, Ventilators, &c.

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